DOCKERS CHARTER

Published by the Liverpool Dock Shop Stewards Committee – 50p (20p for unwaged) No. 20 October 1997

1. No return to casual labour.
2. Real jobs in a profitable and expanding port for the unemployed of Merseyside.
3. No victimisation. All sacked workers to be reinstated.
4. Reinstate trade union recognition, and recognise elected shop stewards.

BALLOT VICTORY!

Sacked Liverpool dockers voted three to one to reject Mersey Docks and Harbour Company's £28,000 offer to end their dispute

THIS was indeed a secret ballot! Bill Morris, General Secretary of the T&G, acted alone, treating the union with contempt.

He broke union rules. He used the company's address list and not the T&G branch records. Two dockers who died of stress-related illness during the two-year lock-out were sent ballot papers.

Neither the General Executive Council, the Assistant General Secretary nor the docks national officer were consulted.

The T&G Liverpool Docks branches knew nothing

Merseyside Port shop stewards found out when the ballot papers were delivered to dockers' homes on Saturday 18 October. The ballot closed on Wednesday 22 October.

PICKET

Only the older MDHC dockers were given a vote. They voted 213 to 97 to reject the offer. The young Torside dockers who put up the original picket line were excluded, as were those who worked for Nelson Stevedoring and other small MDHC client companies.

In what can be described as intimidation, each man received a letter from Bill Morris and from Trevor Furlong, Chief Executive Officer of MDHC, telling them that a 'no' vote would mean the £28,000 offer would be withdrawn.

Jimmy Nolan, Chairman of the Merseyside Port Shop Stewards Committee said: 'The ballot has resulted in a 69-per-cent rejection of the latest "final offer", with the magnificent help of all our supporters and dock comrades around the world. We are determined to continue our campaign and indeed to increase the pressure, both domestic and international, to force MDHC to come to their senses and negotiate an acceptable settlement for our reinstatement. There is no longer any excuse behind which the company can continue to hide'.

DISPUTE

He called once again for the 'Labour Government to immediately intervene so that a just and acceptable conclusion can be reached to this long-running and historic dispute.

'The timing of Furlong's letter and the ensuing secrecy is highly suggestive,' said Jimmy. 'Our second anniversary demonstration on 27 September touched off a wave of industrial action.

'T&G members refused to cross the picket lines at the MDHC port of Sheerness.

'Members of the International Longshore and Warehouse Union in the ports of Oakland and Vancouver refused to handle cargo on container ship *Neptune Jade*; Japanese dockers at Yokohama and Kobe joined the fray over the vessel,' said Jimmy .

'The Asia-Pacific conference of the ITF endorsed continuous action against ships and shipping lines dealing with MDHC.'

The crowd at the magnificent Second Anniversary Rally. As well as the Liverpool docker's representatives, Women of the Waterfront, and the children, main speakers were: journalist John Pilger; Jim Donovan, Maritime Union of Australia; Bjorn Berg, Swedish dockworkers' union; Mike Wilson, New Zealand seafarers union; Arnie Williams, West Coast USA, ILWU; John Hendy, QC; Mike Hinley, MEP

SHOP stewards were confident of the outcome of the vote. At the vibrant mass meeting on 20 October, in closed session, dockers debated the 'final offer' and the manner and speed in which the ballot had been imposed.

Men rose to tell each other that a 'yes' vote is a vote to dishonour the past, but a 'no' vote is a vote to reclaim the future.

FUTURE

One docker held up his dead father's union cards and told the meeting: 'I believe in afterlife and when I meet my dad, I will tell him: "I never let you down." '

Other men stressed that they must consider their children's future and the international supporters who have put their jobs on the line for Liverpool.

A 61-year-old docker said: 'This is the strongest we've ever been throughout the two years of our dispute, and although I would like to retire from the industry and enjoy some of my life, I'll be voting "no" because you've got to consider the future of the young Torside workers.'

Although the dockers knew that Morris' move was open to legal challenge, they decided to proceed with the ballot, while challenging the general secretary's action through the union structures.

Dockers recalled the speech Morris made six months into the dispute, when he told them he felt 'most privileged to be part of history in the making !'

In giving his support he was speaking 'on behalf of every single member of the T&G.'

But 16 months later at the union Biennial Delegate Conference it had become clear Morris was doing everything he could to prevent the ITF organising support for any of his docker members.

DEMANDS

Delegates from many industries and many regions of the union rejected the Executive Committee's statement drawn up by Morris.

They supported the dockers' demands that the new Labour Government, now holding the 'golden share' in the MDHC, should act to reinstate the sacked dockers.

Four Liverpool MPs met the dock company for over three hours on 10 October. Although the meeting was not made public, they reported the company's positive response to their proposals.

One week later the T&G general secretary and the directors of MDHC were secretly sending out ballot papers!.

The shop stewards fully expect the 'no' vote to unleash a floodtide of solidarity: 'We are demanding that the ITF throws its full weight behind the growing international actions,' said Jimmy Nolan.

● **See Bill Morris' speech — back page**

THE CHILDREN SPEAK

'One thing that will come out of this dispute is that every child of every docker will know how to fight…'

Doreen McNally, chair, Women of the Waterfront

Simon Melia, aged 14, spoke at the second anniversary rally.

WHEN the dock dispute first broke out, our family was distraught.

My dad had lost his job and things were looking very bleak. At the time I was only 12 and didn't fully understand.

But what made things so much better for me, my brother and sister, was meeting with other children whose dads or grandads had been sacked. We all seemed to have the same sort of problems.

At first, going to the picket line was an advantage, but as I've grown older, I have realised what the picket line and the dispute is all about.

It's not just about the men fighting for their jobs in this generation but for the younger people of the next.

I've been very proud to have stood on the picket line with the older men who have fought a battle against casualisation in the past.

I've also been proud to stand with the young dockers and it's been a great honour to have developed a friendship with some of the international guests, although a certain Australian guest, whose name I won't mention, happens to support Man United.

But we can't hold that against him as the work he, and all the other international supporters, have done for us is phenomenal.

Having Robbie Fowler, Steve McManaman and people like Noel Gallagher supporting our struggle has created an interest amongst young people, which can only be a good thing.

I have continuously been asked in school how things are going, by teachers and pupils alike. One thing I have learnt from this dispute is to always stand up for myself and what I believe in, like the men, women and children here today.

One last thing before I go: Noel Gallagher is donating a track to the Liverpool dockers' CD. When they play 'Don't look back in anger' at Earls Court tonight, they are going to record it and put it on the CD.

● Victory to the Liverpool dockers!

Joanne Bennett, aged 14

GOOD afternoon. My name is Joanne Bennett and I'm here to talk about the docks dispute.

When my Dad got sacked, I found it very hard to understand the situation, as it was a difficult time for my Dad.

But as time went on my Mum joined with a group of other wives and they became involved with the Women of the Waterfront.

I too got involved with other people and me and my sisters began to make friends with other dockers' children.

After a couple of weeks there was no sign of him getting his job back and I began to feel a bit upset as I knew it would affect my family emotionally and financially.

But we learnt to get along with the situation we were in and we began going to pickets and marches.

But now two years have gone by and I fully understand the dispute, which makes me more determined to believe that my Dad will get his job back and all the other dockers.

And in the end they will all be able to march through the dock gates proudly and begin work where they belong.

NEPTUN

***NEPTUNE JADE* has become the symbol of resistance to casualisation and anti-trade union laws.**

Dockers on the west coast of the USA, Canada and Japan are boycotting its cargo in solidarity with the Liverpool dockers.

SACKED

The 500 men were sacked by the Mersey Docks and Harbour Company (MDHC) in September 1995, for refusing to cross a picket line set up by young dockers fighting casualisation.

The huge container vessel sailed from port to port in Europe, loading cargo and heading through the Panama Canal.

But its fatal mistake was to pick up containers from Thamesport, under the port authority of MDHC.

When the *Neptune Jade* reached Oakland in San Francisco Bay, there was a picket line in support of the Liverpool men.

The International Longshore and Warehouse Union (ILWU) members saw the picket line mounted by supporters of the Liverpool dockers and felt unable to cross the line.

Although the ship was operating under Hapag Lloyd, the international nature of capital interest in the voyage in clear.

Neptune Jade is owned by Neptune Orient Lincs, which has a container trade alliance with Hapag Lloyd.

And Hapag Lloyd has a slot share arrangement with Atlantic Container Line (ACL), which uses scab labour in the port of Liverpool.

Hapag Lloyd containers are loaded through Liverpool and cross to the US east coast on ACL vessels.

Neptune Jade was delayed in Oakland for four days and eventually gave up, having failed to discharge any cargo.

The operators then decided to skip the scheduled ports of Seattle and Portland. They sent the ship forward to the Canadian port of Vancouver.

However, there was another picket line and more ILWU dockers. The ship was not unloaded.

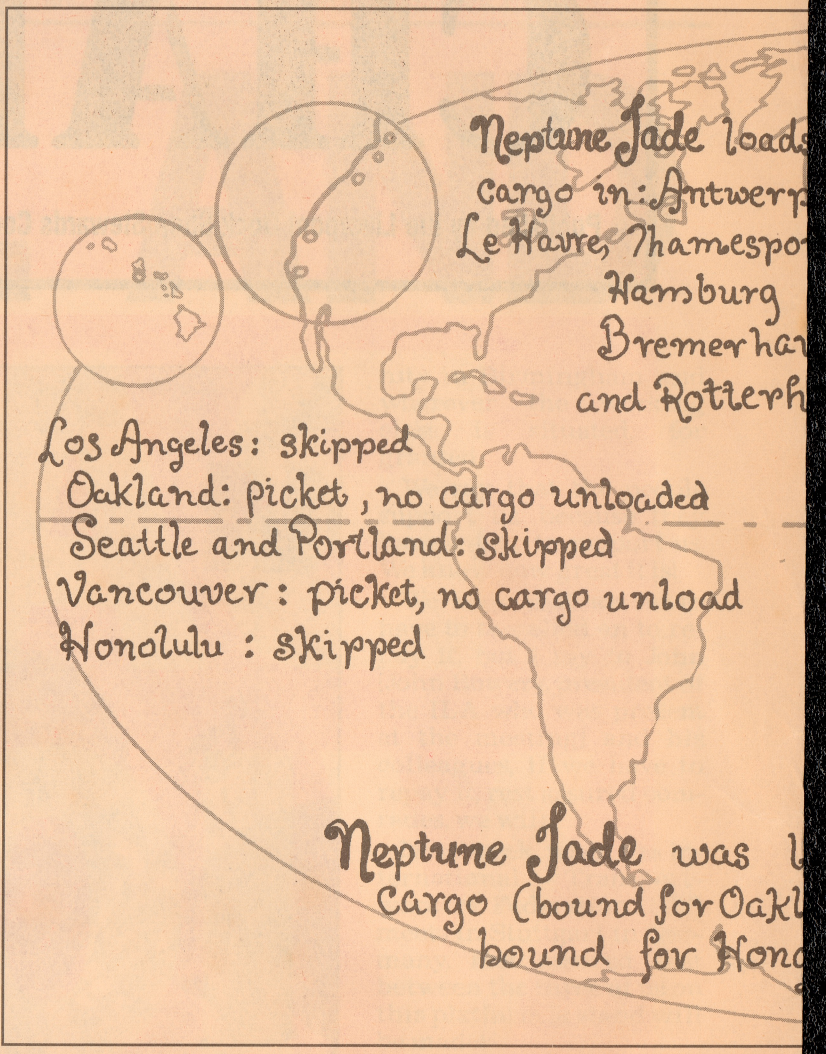
In desperation, *Neptune Jade* set sail for Japan, skipping another scheduled port — Honolulu.

In the gigantic Japanese port of Yokahama, dockers stood firm in support of Liverpool.

ACTION

They were carrying out the resolution agreed at the Asia-Pacific regional conference of the International Transport workers' Federation (ITF), when over 300 delegates from 26 countries agreed continuous action against ships and shipping companies still using the port of Liverpool.

'Helpfully' the Yokahama dockers unloaded the containers which should have been left in Oakland, except for those loaded in Thamesport, which they left aboard.



The same thing happened in Kobe.

The cost of all this is incalculable. Failure to deliver cargo has many hidden knock-on effects.

In an attempt to bring matters to a head and try to pin the blame somewhere, the employers have taken Oakland longshoreman and shop steward Jack Heyman and picket captain (member of the Inland Boatmen's Union) Robert Irminger and others to court.

The employers are seeking damages of $2m.

The last time we heard of *Neptune Jade* it was taking the Thamesport cargo (bound for Oakland!) to Kaohsiung (Taiwan) and is bound for Hong Kong, where the ship is due to be sold and renamed.

Could we suggest it is re-christened *The Flying Dutchman*?!

● Another scab ship has been sighted off the coast of Los Angeles.

WATCH THIS SPACE!

Sailed in
Moored
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There's a

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Took us
Singing
So get th

Midnigh
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We're a l

Organise from within!

Docks Shop Steward Terry Teague spoke at a meeting of workers threatened with redundancy at the Tulip factories on Merseyside.

LET me start by wishing you every success in your fight to keep open the Tulip factories in New Brighton and Morton.

We also offer our help and assistance in your campaign to prevent further mass job losses on Merseyside.

We've seen far too many jobs losses in Merseyside over the past two years — Spillers, Fords, Littlewoods, council departments, postal workers — and there are more in the pipeline.

Thousands of jobs lost; thousands of future opportunities wasted all falling to the need and greed of what the modernisers call 'market forces'.

In other words what the market wants the market gets!

VICTORY

Well, enough's enough. It's time to start a fight back, and if the workers in Tulip, like ourselves, really believe in what they are fighting for (jobs and not a pay-off) then a victory can be achieved. This in turn would play a major part in that fight back.

If there is just one lesson that we can pass on from our own struggle, it would be the need to organise from within.

Make sure that the rank-and-file are involved at all times. Don't leave it to union leaders or politicians to give the lead. Do it yourselves and drag them along if you can.

For them to take the 'lead' will only end in compromise or defeat. That means job losses, poorer conditions, greater flexibility and erosion of trade union rights.

Why is that so? Because the establishment they represent believes in the policies of the market forces — privatisation, casualisation and deregulation — that have done so much to damage the lives of workers the world over.

They also believe in the anti-trade-union laws that have destroyed workers' rights and solidarity action.

Those same laws have propped up rogue employers like Tulip and the Mersey Docks and Harbour Company.

You would expect the Tories and the Confederation of British Industries to uphold those employers, but we shouldn't have to fight our own union leadership, the TUC and the Labour Party.

Their role in our dispute, as in so many other industrial disputes, has been disgraceful.

But their modern-day betrayal of so many just causes will rebound on them. An alternative Labour and trade union movement will be created.

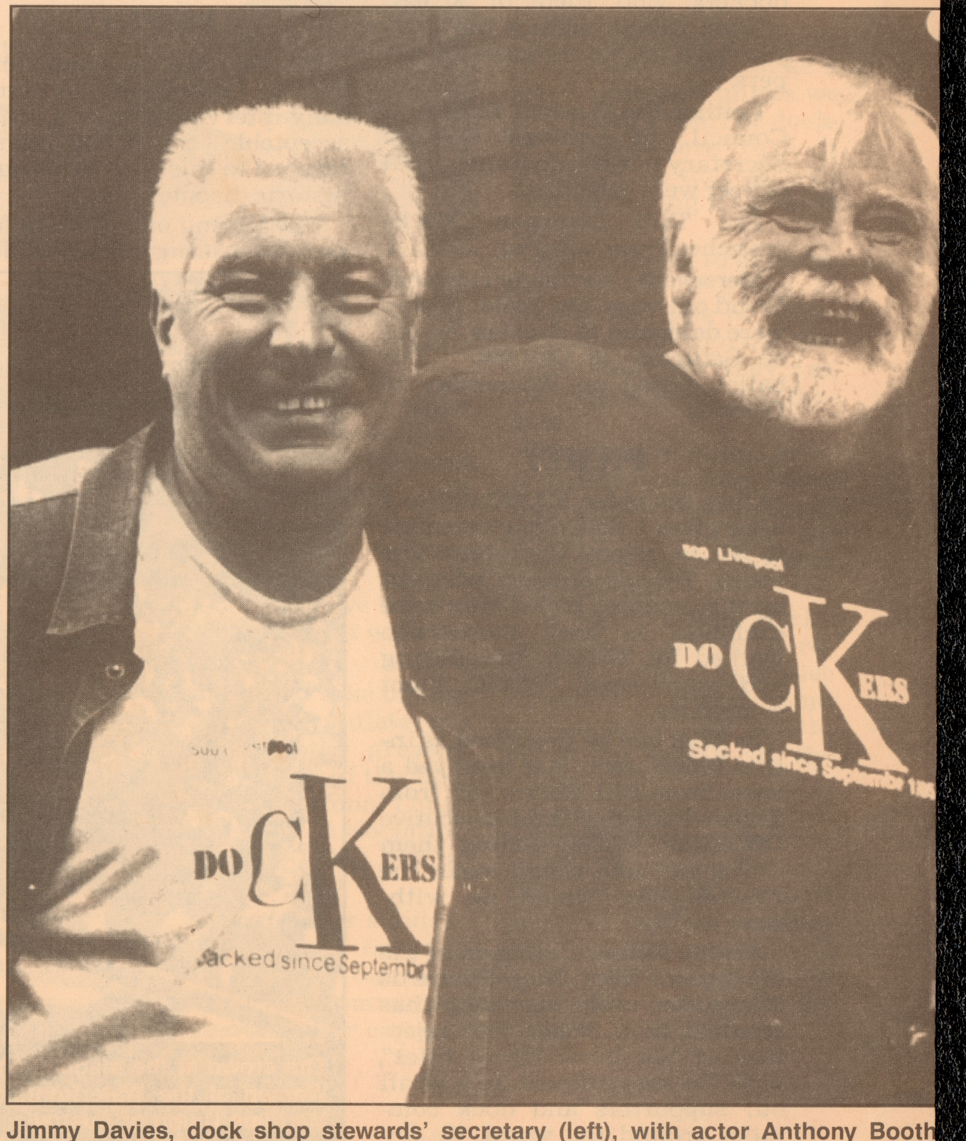
SUCCESS

The main area of success in our campaign has been the policy of taking the fight directly to fellow workers and supporters, nationally and internationally, setting up support groups, addressing thousands of meetings, travelling to major ports and cities the world over, meeting with rank-and-file workers in their own union halls and meeting rooms.

But our so-called leaders have stood on the sidelines and watched that success, and seen the daily picketing that has maintained our belief.

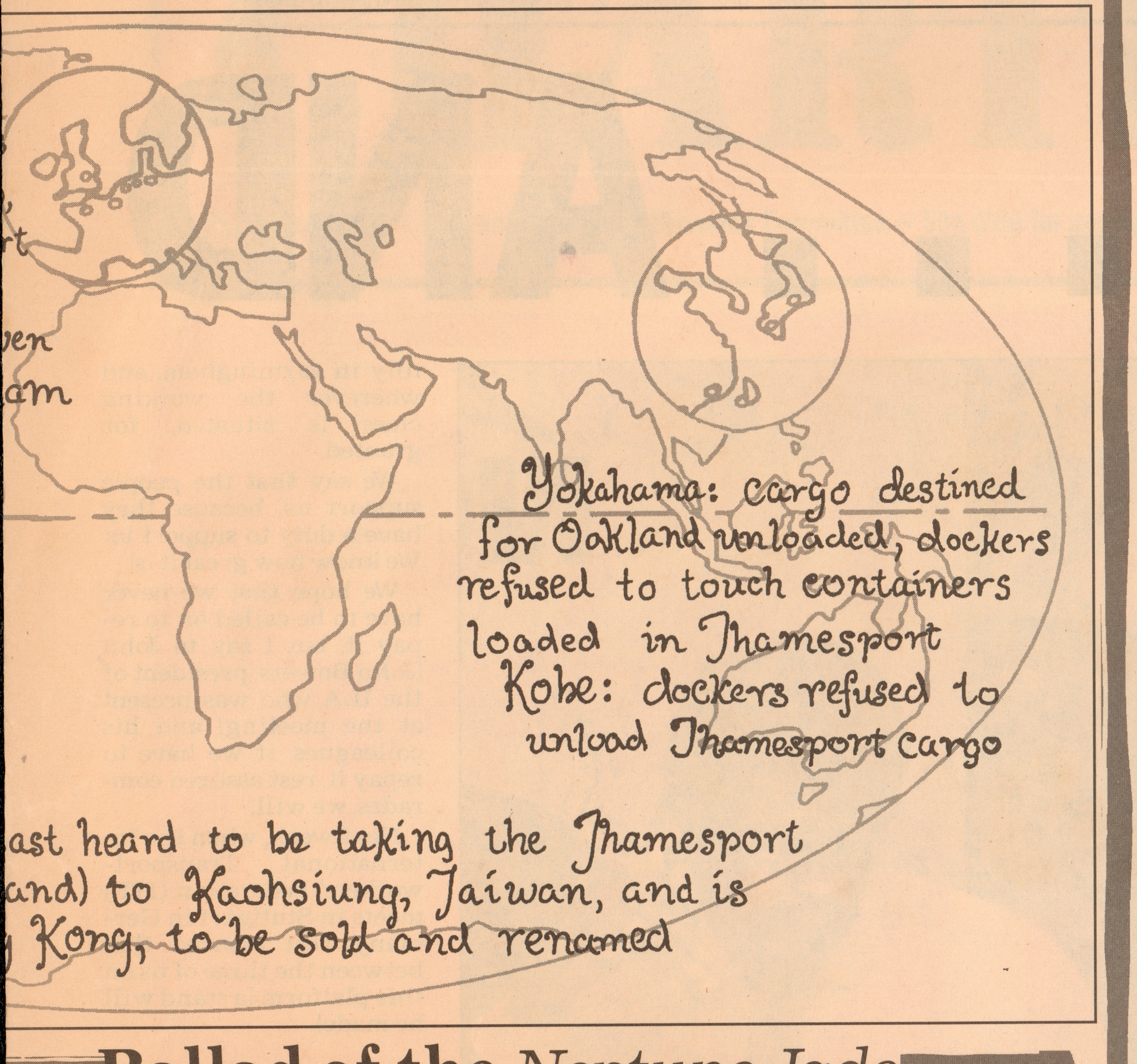
Let us hope that when the victory is finally achieved it will be remembered not just for us alone, but for all those groups of workers, employed and unemployed, who are now mobilising against the global erosion of employment rights.

Let us, together, fight so that future generations can have a better world to live in.



Jimmy Davies, dock shop stewards' secretary (left), with actor Anthony Booth Blair's father-in-law) who was appearing in Brothers of the Brush at the Eve Theatre in Liverpool

E JADE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Yokahama: cargo destined for Oakland unloaded, dockers refused to touch containers loaded in Thamesport
Kobe: dockers refused to unload Thamesport cargo
ast heard to be taking the Thamesport
and) to Kaohsiung, Taiwan, and is
Kong, to be sold and renamed

Ballad of the *Neptune Jade*

to Oakland on a Sunday morn
at the dockside blowin' her horn
Captain's lookin' a bit forlorn
picket of the Neptune Jade.

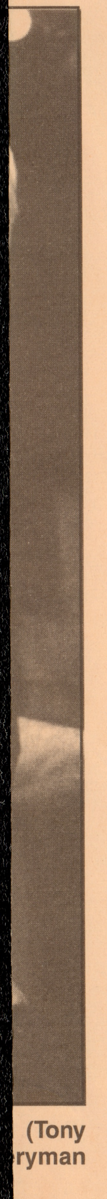
pany say we gotta cross the line
o the courtroom four more times
'gimme' is money and the money's all mine
em boxes movin'!'

t Tuesday she was in a spin
round the bay, tried to come back again
picket was holding and we wouldn't go in
ongshore union.

The Neptune Jade's had a change of name
She's the Flying Dutchman once again
Hapag Lloyd must be insane
To call in Liverpool.

Headed up to Canada lookin' for a berth
Thamesport's screaming for all that they are worth
On Saturday the picket brought them down to earth
Vancouver's in the union.

So sail around the world with your hot cargo
Order us to scab and we'll say no
Dockers of the world are set to blow
We're all from Liverpool!



(Tony
ryman

Don't underestimate us!

Jimmy Davies, secretary of the Mersey Port Shop Stewards' Committee, welcomed the international guests who had come to Liverpool for the second anniversary march and rally.

'IT is tremendous to see you,' he said. 'We take this opportunity to thank you for your support over these two years.'

Comparing this international support to the situation in the port of Liverpool among workers organised in the T&G, he considered it 'a disgrace that members of our own union are still at work in the port.

'I am talking about the tugboat crews, the ancillary workers and some of the scabs,' he said.

REFUSING

Jimmy reported the 'big disappointment' of the Liverpool dockworkers when they 'learned this week from the T&G's Assistant General Secretary that General Secretary Bill Morris is not only refusing to give active support, but is actively working against' them.

It would be a tremendous boost if the International Transport workers Federation (ITF) gave its official and full support to the thousands of dockworkers around the world who are acting in solidarity with the Liverpool men, Jimmy told the rally.

But Morris had contacted the ITF, telling them it would be 'morally wrong' to give that support when the T&G is not giving such support.

'Well, we say to Morris: it is morally wrong of you to allow 500 of your members to be beaten into submission,' said Jimmy, and warned:

'Don't underestimate the power of the Liverpool dockers. We "done you" at the Biennial Delegate Conference and we can do you again!'

He addressed a special message to Liverpool trade unionists: ' It is time that the workers of this city started raising their heads above the parapet. Your financial aid is fine, but you should be taking more positive action on behalf of the Liverpool dockers.

'You know that we would have taken that positive action for you! Don't allow the finest frontline troops of Britain's working class to spend another winter in the trenches alone!

'Victory to the international working class! Victory to the Liverpool dockers!'

Affiliate to the DOCKERS' CHARTER — combat the conspiracy of silence!

THE Dockers Charter has been produced by the Merseyside Port Shop Stewards over the last 23 months to combat the conspiracy of silence surrounding the Liverpool docks' dispute and to give up-to-date information to our supporters.

The cost of producing the Charter has been met by the Merseyside Port Shop Stewards and often the paper has been given free to many branches nationally.

Unfortunately, this is no longer possible and we therefore suggest the following proposal. We are requesting that branches/organisations affiliate to the Dockers' Charter.

£10 PER MONTH STANDING ORDER

You will receive (including postage and packing):

12 copies of the Dockers' Charter
Up-to-date reports from Merseyside Port Shop Stewards
The name of your branch/organisation printed in the Charter in the new affiliates section.

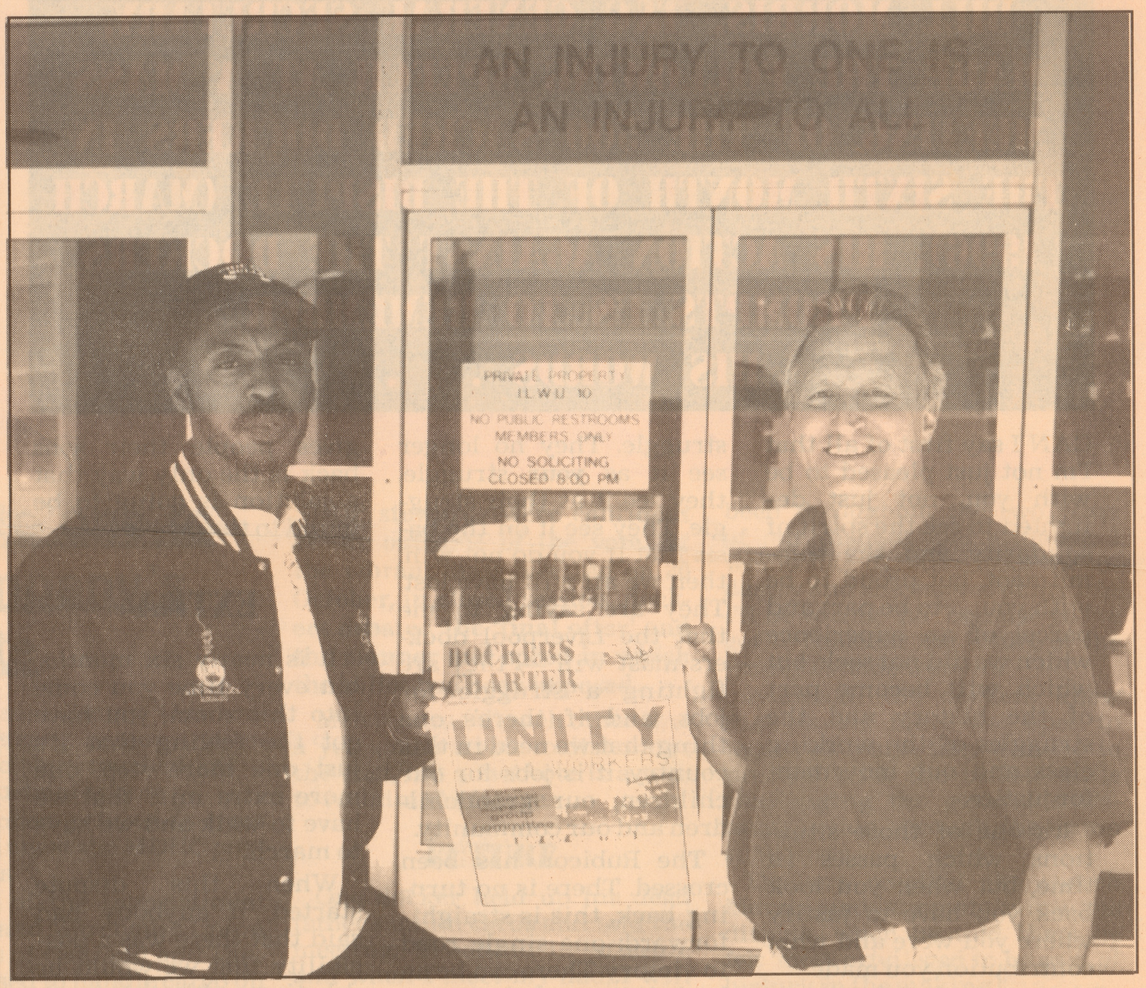
INDIVIDUAL REDUCED AFFILIATION: £1.50 PER MONTH

Please return all completed Standing Order forms to:
Brother J. Davies, 19 Scorton Street, Liverpool L6 4AS.

Please mark 'Dockers Charter' clearly on the envelope.

Bank details: Midland Bank, Dale Street (40–29–12).

Account: Merseyside Dockers Shop Stewards' Appeal Fund no: 01775480.



Jack Heyman of the US International Longshore and Warehouse Union (right) and fellow longshoreman Harold hold up a Dockers Charter outside their Oakland union office

Welcome to the following new affiliates to Dockers Charter

GPMU Merseyside
Piccadilly Train Crew SHF
CWU Central London Eng. Branch
Blackpool North & Fleetwood CLP
Leicester & District Apex branch
Unison – Fife council
TGWU branches 1/111, 5/22, 5/908, 5/789, 1/1538, 5/909
ACTTS 8/10, 157, 1/406
CWU Manchester
JSSC Dundee Direct Works
GMU Chiltern & Thames Valley
RMT, Motherwell & Wishaw
UCATT, Liverpool DLO
GMB Liverpool Eng. DSO.
Branbury and Bicester Teachers' Assoc.
Network for Social Change
MSF London Ins. and Fin Branch 480
CPSA Glasgow DNS branch
Hundburn & Rossendale TUC
GPMU London Region
Sheffield Vol & Gen MSF 0285
Piccadilly & Dist West 1220
Unison, Southern Gen. Hosp. Glasgow
NUT, Herts Division
UNISON, Southampton Dist. Branch
CWU Solent Amal. Branch
Swindon TUC
Birmingham NUJ
GMB Merseyside No.7
St Helens TUC
GMB Fulham No.1
MSF Liverpool Cen. & Telecom Branch
Bob Goupillot
G. Gunn
J.F. Welsh
J. Hillier
J. Shufflebottom
V. Constable
S. Pearce
A. Fraser

VIDEO: All for One — World Wide Dockers' Action for Liverpool

A unique video shot in Liverpool, San Francisco, Tokyo and Stockholm. Environmental activists occupy the grain terminal; dramatic footage from the picket line; mass meetings in Tokyo; a dockers' strike leader in Sweden; confrontation with the British Consul in San Francisco.

All proceeds to dockers' Appeal Fund. UK version price £5 (UK) £7 abroad.

Order from **Merseyside Port Shop Stewards, Transport House, Liverpool L3 8EQ. Tel: 0151 207 3388; fax: 0151 207 0696.**

DOCKERS CHARTER

DOCKERS DEMAND A PUBLIC INQUIRY! OPEN THE BOOKS!

● Profits of the Mersey Docks and Harbour Company have risen from £8.3 million in 1989 to £33.6 million in 1994.

WHY IS SUCH A PROFITABLE PORT SACKING ITS 500 DOCKERS?

WHY DOES SUCH A PROFITABLE PORT WANT TO USE CASUAL LABOUR?

● The company used 7 per cent of the government's shareholding to buy the port of Medway.

ON WHOSE AUTHORITY?

● Privatisation of the Mersey Docks and Harbour Board meant that the shareholders in the new company now have vast property rights on both sides of the Mersey, worth billions of pounds.

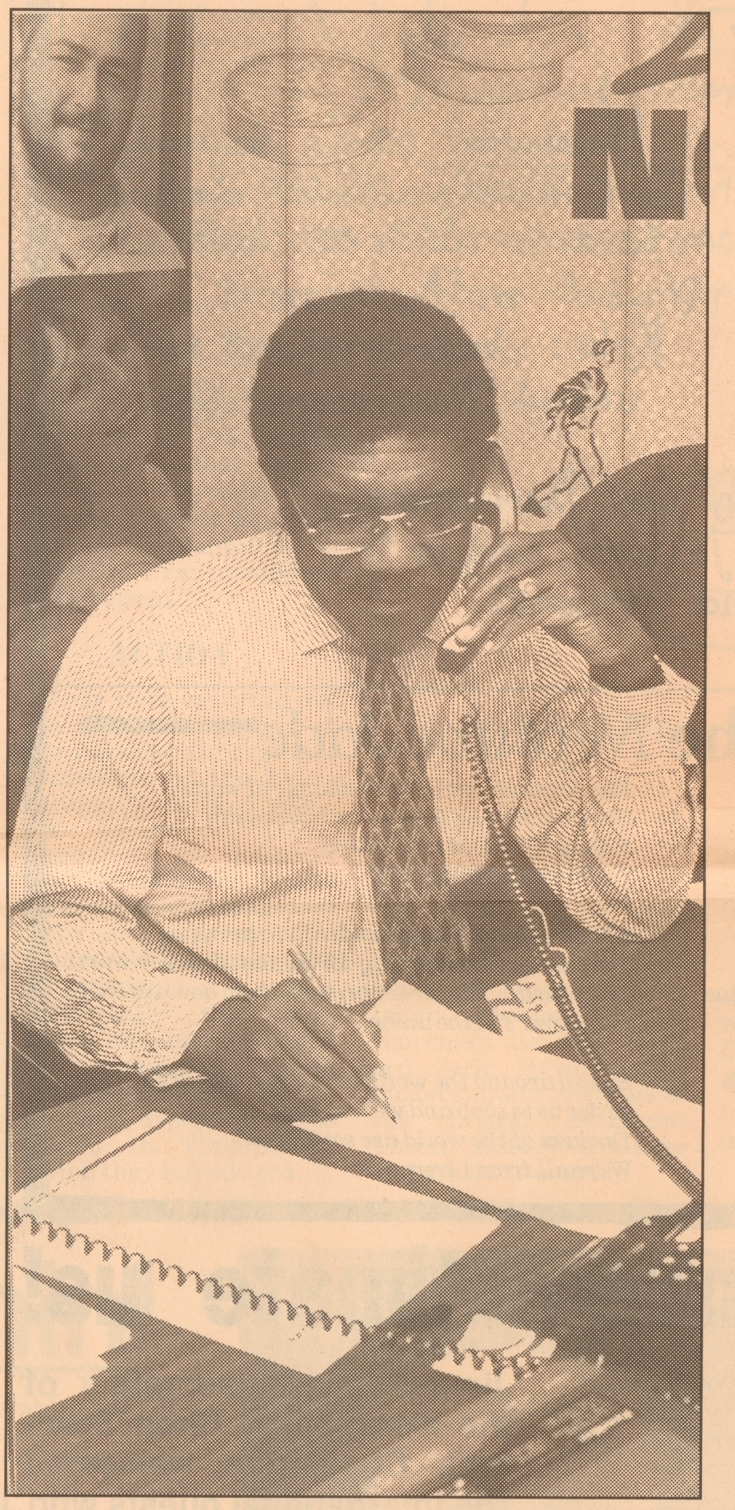
HOW COULD PRIVATE SHAREHOLDERS ''INHERIT'' THIS LAND AND PROPERTY?

● The company has received over £312 million from the government in waived debts and grants to force dockers out of their jobs. It was awarded £690 million in European grants and has also received City Challenge grants.

HOW CAN SUCH HUGE SUMS BE HANDED TO A COMPANY FOR THE ENHANCEMENT OF ITS DIRECTORS AND SHAREHOLDERS, WHILE DOCKERS ARE SACKED AND THE PEOPLE OF LIVERPOOL ARE DEPRIVED OF SOCIAL AND PUBLIC SERVICES?

WORDS . . . AND DEEDS!

BILL MORRIS, T&G GENERAL SECRETARY, MADE THE FOLLOWING SPEECH AT A MASS MEETING OF THE 500 SACKED DOCKERS IN THE SIXTH MONTH OF THE DISPUTE (MARCH 1996). HIS ACTION AGAINST THE DOCKERS PROMPTS US TO REMEMBER HIS WORDS . . .



CAN I say first of all that I'm not just pleased to be with you, not just delighted to see the spirit of solidarity and the commitment, but proud to be with you . . . to be part and parcel of an experience which we did not seek, but which will become part of the history and the struggles of the working class and our movement for justice.

It's one of those situations which passes in time, but when you look back you have to justify where you were and what contribution you made.

SHAME

As you age and your grandchildren say to you: 'Where were you at the great moment?' you either stand up with pride and say: 'I was there', or you hang your head in shame, without an answer. . .

When my grandchildren say to me, in 15, 20, 25 years from now: 'Where were you when the Liverpool dockworkers were fighting for their jobs, their community, their dignity and their pride?' I want to be able to say: 'I was marching with them, side by side.'

I'm here. I feel most privileged to be part of this history in the making — I speak on behalf of every single member of the T&G and it is not very often a general secretary can make that claim.

As I go round the country I get from them, to pass on to you, their admiration, their pride, their understanding of your struggle. They no longer see it as **your** struggle, they see it as **their** struggle. They see it on the basis that if you do not win, then we all will have lost. They are saying to me that the Liverpool dockers must win — they are fighting a struggle for jobs, and if there's one thing that we need in this country, it is jobs for our children, our grandchildren and our community.

The Rubicon has been crossed. There is no turning back, this is straightforward: one single road to victory. There can be no backsliding until victory is won, and you know what the agenda is: it's your jobs.

In December, your General Executive Council debated the issues and made a very clear commitment to the dockers in Liverpool.

They were also putting down a marker to other employers who want to boss trade unions, who want to use the anti-trade-union laws in order to trample our class into the ground.

HARDSHIP

They made a very clear statement which says that we will support our members within the context of the hardship.

We will continue to condemn the use of the anti-trade-union laws and we will continue as long as it takes to keep going back to the negotiating table until we get this company to understand that a negotiated settlement which gives people their jobs back is the only way that a solution is going to be found to the problem.

EXTRA

It is nearly six months, but every time you come into this room, you have got the feeling that it's just one more step, one more extra mile that we have to walk and we have to march.

When this dispute started, if anybody had said that there was a possibility that we would be debating with this company six months afterwards, they would have been carted away by people in white coats and brought to some institution!

The company said it was all over, we had nothing to talk about, they no longer had any responsibilities. Despite all the constraints, all the difficulties of the anti-trade-union laws, we've negotiated our way forward, but we've only been able to do it as a result of the determination and the commitment that you have shown.

This company is beginning to understand that every single day that goes by marks a further step of your victory. What is it they said? That you were no longer their responsibility. They wouldn't sit down and talk with you.

The great victory, as far as I am concerned, is to force them to recognise that it's not a bureaucracy that is going to lead the working class and the dockers to victory, it is the leadership which you elect, it's the Jimmy Nolans and the Davieses and the Cardens and all the other leadership that you elect that will in fact lead this dispute to victory, and they had better understand that.

It was like standing on a window ledge with a great big drop. But with our courage and determination, and with the justice of the case, we have worked our way forward off that window ledge into the safety.

We're calling the shots and we're making the demands and that's why we're going to win this dispute — because we have got something. God's on our side.

We've got something they can't deal with, because it's the qualities and the values that make our movement what it is.

I'll tell you what it is in a word — it's called solidarity. They don't understand solidarity because you can't buy it.

It's not in the balance sheet. You can't whistle some up. You have to earn it and you earn it with respect.

I salute and take off my hat and congratulate you and pledge the greatest long-term debt of the T&G to the International Longshoremen's Association (ILA of the USA) and its leadership.

Colleagues, our solidarity hasn't just been at home. We take our solidarity for our community in Liverpool, our community in Birmingham, and wherever the working class is situated, for granted.

We say that the people support us, because they have a duty to support us. We know how great it is!

We hope that we never have to be called on to repay it, but I say to John [John Bowers, president of the ILA who was present at the meeting] and his colleagues, if we have to repay it, rest assured comrades, we will.

Next week, when the International Transportworkers' Federation (ITF) meets in Stuttgart in Germany, rest assured that between the three of us on this platform [a stand will be made].

CASUAL

Your dispute and the issues for which you are fighting are issues germane to every single docker on this planet, because it is the same forces that are at work seeking to bring in casual workers, seeking to ensure that management manage, trampling on workers' rights.

It is Liverpool today, Copenhagen tomorrow, Antwerp the other day, and it is the United States in any single day.

Unless we put that mark down, unless we make a stand now, and unless we deliver on behalf of dockers everywhere then it seems to me that we will only be saying it's a short term victory.

This is going to be a victory which is going to change the face of international stevedoring because wherever they are, they know about your dispute.

They're watching Liverpool and therefore we're fighting for international solidarity, not just for ourselves but for dockers everywhere.

So I leave you in conclusion to say I am here to reaffirm the Executive Council's commitment and support. I am here to speak on behalf of the union.

I am here to say that whatever happens, our spirit will never be broken and our bellies will never be starved because you in Liverpool will never walk alone. Good luck and victory to the Liverpool dockers!

HANG YOUR HEAD IN SHAME BILL MORRIS!

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